CITY OF TORONTO
PLANNING AND DEVELOPMENT DEPARTMENT

530/79012-5
Waterfront
August 3, 1983

To: City Council.

Subject: Supplementary Report to "Bathurst Quay Sub-Area Plan" report dated May 26, 1983 (Land Use Committee Report No. 14, Clause 1).

Origin: Commissioner of Planning and Development. (c71cnc183052:81)

Comments:

At its meeting held on June 15, 1983, the Land Use Committee recommended to City Council the adoption of my report of May 26, 1983, entitled "Bathurst Quay Sub-Area Plan", wherein I recommend that I be requested to report directly to Council on the protection of a Rapid Transit corridor through Bathurst Quay. The Committee also requested that I report to Council for its meeting of June 27, 1983, on amendments to the View Corridor as suggested by the Toronto Redevelopment Advisory Council, and on the provision of retail facilities for future residents of the Bathurst Quay neighbourhood.

At its meeting of June 27, 1983, Council had before it my report of June 23, 1983, entitled "Status Report on Bathurst Quay Sub-Area Plan report dated May 26, 1983". Therein I request that Council defer consideration of the May 26, 1983 report to allow more time for the resolution of the Rapid Transit Corridor issue. At its July 11, 1983 meeting, Council again deferred consideration of the Bathurst Quay report and also referred back to the Land Use Committee, for resubmission to Council on August 8, 1982, the following proposed motions of Alderman Sewell:

"1) That Harbourfront use its best efforts to establish a convenience retail store of not less than 185 square metres on Bathurst Quay within 3 months of the occupancy of the Phase I Bathurst Quay Development.

2) That Harbourfront undertake a convenience retail store proposal call for Bathurst Quay within six months of financial commitments to permit the commencement of construction of any of the Phase I Bathurst Quay assisted housing developments."

I am now able to report on all of the foregoing matters as set out in Sections 1 to 3 following. Section 4 outlines proposed modifications to a number of the Recommendations in the "Bathurst Quay Sub-Area Plan" report which are mainly of a technical nature.

1. Protection of Rapid Transit Corridor

In Section 3.11.1 of the May 26, 1983 report, I discussed the Metropolitan Planning Commissioner's recommendations for the protection of an exclusive, east-west Rapid Transit corridor through Bathurst Quay. At the time, the route the Commissioner was seeking to reserve within the sub-area consisted of a 10-metre wide right-of-way through the northerly limits of Parcels 1 and 6. He also proposed that a turning loop for transit vehicles be located within the major park (see Figure 1, Appendix C). In Section 3.11.1, I outlined major concerns respecting the Metro Planning Commissioner's recommendations, and indicated that he has agreed to reassess the matter in consultation with the interested parties.

Since the time of my report, Metro has held discussions on the routing of the Rapid Transit corridor with the T.T.C., Harbourfront and the City. On July 8, 1983, the Planning Commissioner forwarded further comments as contained in Appendix C. Figure 2 therein identifies three alternative alignment options which Metro has evaluated in terms of additional right-of-way requirements, impact on vehicular and pedestrian circulation, and transit operations. This evaluation has determined that only Option 3 would be acceptable to the current Metro position. Option 3 would place the transit corridor within the proposed 20m Queens Quay right-of-way from Spadina Quay to Stadium Road, and within a Stadium Road right-of-way widened to 20m from the 16.5m proposed in the Sub-Area Plan.

The Commissioner of Public Works, in his letter of June 17, 1983, which responds to the Metropolitan Planning Commissioner's original proposal for a corridor through Parcels 1 and 6, argues that the anticipated travel demand through Harbourfront would not justify a high capacity transit service but, rather, would be satisfied by a bus service which could ultimately be upgraded to a conventional streetcar service (Appendix D). The Commissioner indicates that if a high capacity transit service is necessary between the subway system and Exhibition Place, it would likely pass through the Railway Lands, but not Harbourfront, enroute to Exhibition Place. He concludes that the Metro Planning Commissioner should be requested to show that the proposed transit corridor on Bathurst Quay makes sense within the context of the overall transit strategy for the Central Waterfront and Railway Lands. Failing that, he sees no basis for imposing this requirement on Harbourfront.

In commenting on the Metro Planning Commissioner's more recent options, the Commissioner of Public Works emphasizes that there is a clear distinction between the transit services considered necessary for Harbourfront/the Railway Lands versus Exhibition Place/Ontario Place, and points out that all of the Metro options appear to aim at the same type of service for Harbourfront and Exhibition Place/Ontario Place (Appendix E). The Commissioner reiterates that transit needs in the Central Waterfront area should be dealt with as set out in his earlier letter - that is, in a comprehensive manner based on established need.

I agree that the need for a high capacity transit service in Harbourfront should be clearly established before substantive site planning compromises are required, as would have been the case with Metro's original proposal for a corridor through Parcels 1 and 6. I will be addressing in detail the matter of transit services in Harbourfront, within the overall context of the Central Waterfront area, in my response to Metro's Central Waterfront Transportation Study which has been referred to the area municipalities for comment. In the meantime, I advise that the Bathurst Quay Sub-Area Plan, as recommended in my May 26, 1983 report, would not preclude the Option 3 Rapid Transit corridor proposed by Metro. The 20m wide Queens Quay Extension between Bathurst Street and Stadium Road could technically accommodate the corridor and still function as intended. The present 14.02m wide Stadium Road right-of-way is recommended for widening from its present 14.02m to 16.5m. All of this extra allowance would be taken from Harbourfront lands on the east side of Stadium Road. The additional 3.5m which Metro indicates is required to accommodate the corridor is available outside the sub-area, on the west side of Stadium Road, and could be acquired by Metro at such time as need for the corridor has been established. Thus, no changes to the recommended Bathurst Quay Sub-Area Plan are necessary in order to satisfy the provisions of Section 7.2.2 of the Harbourfront Official Plan and the three-party agreement between the City, Harbourfront and Metro respecting the protection of a Rapid Transit Corridor through Harbourfront.

I would note that the foregoing approach allows for an alternative route north on Bathurst Street to connect with the Bathurst Streetcar. While Metro does not recognize this option, I intend to discuss it in my response to the Central Waterfront Transportation Study.

With respect to the turning loop proposed by the Metro Planning Commissioner, I would reiterate that its location within the main entrance to the major park is unacceptable. There do appear to be other alternative locations, including areas around the terminus of Bathurst Street, on the west side of Stadium Road, and on Parcels 7, 8, and 9 on the east side of Bathurst Street. These

options would not be precluded by the implementation of the recommended sub-area plan but should be taken into consideration by Harbourfront, upon further consultation with Metro and the City, in the preparation of future sub-area plans for Bathurst Quay east of Bathurst Street.

2. Bathurst Street View Corridor

At the Land Use Committee meeting of June 15, 1983, Mr. John Bryan of the Toronto Redevelopment Advisory Council raised concern respecting my recommendation that Map 8 - Building Envelopes - contained in the sub-area plan submission, be revised by deleting the proposed two metre height limit on the view corridor and adding the words "Bathurst Street View Corridor to be free of visual obstruction". Mr. Bryan believed that this change would permit development within the view corridor up to the substantially greater height limits set out in the Harbourfront Zoning By-law.

I have discussed the matter with Mr. Bryan and explained that the Master Agreement establishes the principle that buildings or structures are not to be located so as to obstruct the visual corridor. Thus, Harbourfront's proposal for a two metre height limit to permit a parking structure partially above grade represents, in effect, a softening of this principle. My recommendation for a revision to the proposal reflects the concern that this principle not be compromised by granting as-of-right permission in the sub-area plan for a structure two metres in height. Instead, I propose in Recommendation 1(b)(vi) that Harbourfront be required to obtain Council's approval for a parking structure upon consideration of plans and drawings which allow its impact on the visual corridor to be assessed. Mr. Bryan has indicated that this approach satisfies his concerns.

3. Local Retail Facilities

Upon consideration of the Bathurst Quay Sub-Area Plan report, the Land Use Committee decided to recommend that Council require convenience commercial space of 2,000 square feet (185 m2) within 20 metres of Queens Quay West, between Bathurst Street and Stadium Road. The Harbourfront Review Committee has also indicated that a commitment to the provision of convenience shopping should be made, and that it should be provided in a more accessible location than the southeast corner of Stadium Road and Lakeshore Boulevard as suggested by Harbourfront in the draft sub-area plan.

In reviewing this matter, I have had discussions with a number of convenience store operators, including the President of Variety Food Fair who runs one successfull shop in St. Lawrence and is opening a second. It is my conclusion that the Phase One

development, which will comprise some 500 units of housing, should be of sufficient size to support a facility of at least 2,000 square feet. The optimum size for a local convenience store is considered to be approximately 2,500 - 3,000 square feet. Thus, the Land Use Committee's recommendation for 2,000 square feet of retail space is reasonable as the minimum amount to be provided for the first phase of the Bathurst Quay neighbourhood.

With respect to the location of the space, I believe that Harbourfront should be given more flexibility than the Committee's recommendation would allow. The 20 metre criterion precludes Harbourfront's proposal to renovate the Joy Oil buildings for such use, although the site is only a short walk from the furthest Phase One parcel. Consequently, I suggest that this part of the Committee's recommendation be amended to allow the space to be located either within the sub-area or within 60 metres of its boundaries between Lakeshore Boulevard and the Queens Quay Extension. This would permit the use of parcels within the sub-area which are not to be developed for family housing or parkspace, as well as lands conveniently located adjacent to the sub-area.

In response to the Land Use Committee's recommendation, Harbourfront has indicated that it will "use its best efforts" to secure a convenience retail operation in tandem with the occupancy of Phase One, but cannot "unconditionally" ensure the same. As an indication of its good intentions, Harbourfront has offered to conduct a retail proposal call within six months of the receipt of financial commitments to permit the commencement of the construction of any of the Phase One housing projects. This call would be subject to my review prior to its issuance, as required by paragraph 4.4(d) of the Master Agreement. Furthermore, Harbourfront has agreed to provide me with the results of the call if it is considered to be unsuccessful.

I recommend that the suggested approach outlined above be approved, and would point out that it is consistent with the aforementioned motions made by Alderman Sewell at the July 11, 1983 meeting of Council. The discussion on convenience shopping included in Subsection 3.15 of my May 26, 1983 report should be revised to reflect the foregoing. Paragraph 7 and 8 contained in Appendix A set out my specific recommendations on this matter.

4. Modifications to Sub-Area Plan Recommendations

Recent discussions with representatives of Harbourfront and the City Solicitor respecting the implementation of the Recommendations set out in my May 26, 1983 report have brought to light a number of modifications which should be made for the purpose of clarification and consistency with the Harbourfront Master Agreement. These are detailed in Appendix A to this report together with a summary explanation of why they are being proposed.

Further, it has become apparent that the Bathurst Quay Sub-Area will be subject to similiar problems experienced with the Spadina Quay Sub-Area respecting the timing of the parks agreements required by paragraph 7.1 of the Master Agreement and the timing of the approval of plans under Development Review. In both sub-areas, the detailed design for the park space will lag somewhat behind the approval process for development. However, under the terms of the Master Agreement, development approval pursuant to Section 40 of The Planning Act cannot be given until the parks agreements, including detailed design drawings, are executed and registered. A revised approach which resolves this sequencing problem was recommended in my October 4, 1982 report entitled "Harbourfront - Open Space Agreement for Spadina Quay Sub-Area". In essence, the revision removes the execution and registration of an open space agreement as a condition of approval of the Spadina Quay Sub-Area Plan provided that certain conditions are met. This strategy was approved by Council at its meeting held on October 7, 1982, and an amendment to the Master Agreement pertaining to the Spadina Quay Sub-Area was made accordingly.

I propose that a similar amendment be made for the Bathurst Quay Sub-Area, whereby the execution and registration of an open space agreement be removed as a condition of approval of the Sub-Area Plan, provided that two conditions are met. The first condition is that Harbourfront notify the City in writing that it will execute, or have executed, and will register against title the agreements required by paragraph 7.1 of the Master Agreement for the Bathurst Quay Sub-Area, by March 1, 1984. The second condition is that Harbourfront Corporation covenant to use its best efforts to obtain the conveyance to the City of the land offered for dedication in the Bathurst Quay Sub-Area Plan. Accordingly, I recommend that Recommendation 3 in my report of May 26, 1983 be modified to reflect the foregoing, as specified by paragraph 9 contained in Appendix A to this report. Also, authority should be granted to make any amendments to the Master Agreement necessary to give effect to this revised approach.

Another proposed change to my May 26, 1983 Recommendations has to do with Table 2 - Proposed Uses and Gross Floor Areas on Bathurst Quay - which is contained in Harbourfront's draft sub-area plan submission. Table 2 is discussed in Section 3.8 of the May 26th report and is contained in Appendix B to this report. It was intended that the table be included as part of the Bathurst Quay Sub-Area Plan, however reference to such does not appear in the Recommendations. This oversight should be corrected as proposed by paragraph 1 contained in Appendix A.

A further suggested change is that Council approve Section 3 of my May 26, 1983 report as part of the Sub-Area Plan. Section 3 discusses in detail the various planning considerations respecting the proposed Plan. Approval of such would help to ensure that the maps which form the basis of the Plan are interpreted with precision. Harbourfront is in agreement with this approach provided that Subsection 3.6 - Public Open Space - is amended by adding the following paragraph:

> "Finally, I would note that Harbourfront may propose to include the swimming pool and service building which are suggested for the public open space east of Bathurst Street within developments adjacent to the open space. If such an arrangement is approved by Council, it would be reasonable to reduce the size of the open space by the approximate area occupied by these facilites".

The foregoing is consistent with the discussion contained in my earlier report of August 26, 1982, entitled "Bathurst Quay Preliminary Sub-Area Plan", and should be added to my May 26th report as set out in paragraph 8 contained in Appendix A.

Finally, Harbourfront has indicated that the Minister of Public Works Canada is not likely to agree to an open-ended obligation to adjust the parking supply proposed for Bathurst Quay on the basis of a recreational parking strategy which is not yet finalized and is subject to approval by the City, as required by Recommendation 1(b)(i) of the May 26, 1983 report. The Commissioner of Public Works and myself concur that it is reasonable to amend the wording of this recommendation to specify that Harbourfront will "use its best efforts" to comply with the recommendation.

Recommendations:

1. That the Recommendations contained in the report (May 26, 1983) from the Commissioner of Planning and Development entitled "Bathurst Quay Sub-Area Plan" be amended as specified by paragraphs 1 to 11 contained in Appendix A to this report, and that the report (May 26, 1983) as so amended, be approved.

2. That the agreements necessary to give effect to the aforesaid report, as amended, be approved, and that the City's signing officers be authorized to execute the same.

3. That Harbourfront Corporation be advised that a turning loop for transit vehicles may be required on Bathurst Quay within Parcels 7, 8 or 9, and accordingly, that consultation with the Commissioner of Planning and Development be undertaken at an early stage in the preparation of site plans for these parcels.

Stephen G. McLaughlin
Commissioner

BGS/jks/jd

APPENDIX A

Proposed revisions to the Recommendations contained in the report from the Commissioner of Planning and Development dated May 26, 1983 and entitled "Bathurst Quay Sub-Area Plan":

1. Recommendation 1 -- add the words, numbers and punctuation "Section 3, as amended by Recommendation 2 of this report, Table 2," before the word and number "Figure 2".

   (Explanation: includes Section 3 - Planning Considerations - and Table 2 - Proposed Uses and Gross Floor Areas - as part of the approved Sub-Area Plan).

2. Recommendation 1(b)(i) -- add the words "use its best efforts to" before the word "adjust".

   (Explanation: relaxes Harbourfront's future obligation respecting recreational parking on Bathurst Quay).

3. Recommendation 1(b)(ii) -- delete and replace with a new Recommendation 1(c) as follows:

   "1(c) the execution and registration against title to lands within the sub-area of servicing and related agreements as contemplated by paragraph 6.1 of the Harbourfront Master Agreement, which agreements shall, amongst other things, implement Recommendations 1(a), 1(b), 1(d), 1(e), 2(a), 2(b) and 2(d) set out in the report of April 8, 1983 from the Commissioner of Public Works, contained in Appendix D-1 to this report, as such report is amended by the report of May 31, 1983 from the Commissioner of Public Works, contained in Appendix D-2 to this report."

   (Explanation: achieves consistency with the Master Agreement).

4. Recommendation 1(b)(iii) -- delete and replace with the following:

"(iii) secure access to any non-residential parking facilities provided on Parcels 3 and 4 for members of the public, generally between the hours of 6:00 p.m. and 11:00 p.m. on Monday to Friday, and between the hours of 8:00 a.m. and 11:00 p.m. on Saturday and Sunday, with such hours of operation being subject to modification in accordance with anticipated and established parking demand, to the satisfaction of the Commissioner of Public Works."

(Explanation: clarifies the general times at which a Dylex parking garage would be available for public parking and provides flexibility to adjust such times).

5. Recommendation 1(b)(vii) -- add after the word and punctuation "Council," the phrase "prior to or comtemporaneously with the submission of plans and drawings for the public park referred to in Recommendation 3,".

(Explanation: relates the timing of the approval of the airport parking lot design to the approval of the major park design).

6. Recommendation 1(b)(viii) -- delete the word "make" and replace it with the words "to use its best efforts to obtain".

(Explanation: achieves consistency with the Master Agreement).

7. Recommendation 1(b) -- add a new paragraph (xii) as follows:

"(xii) Use its best efforts to establish a convenience retail store of not less than 185 square metres of gross floor area, within three months of the date of occupancy of the first of the units to be occupied within the last of the buildings available for occupancy on Parcels 1 to 4, such gross floor area to be located within the Bathurst Quay Sub-Area or within 60 metres of its boundaries and in any case between Lake Shore Boulevard West and the Queens Quay West Extension."

"(xiii) issue a bona fide proposal call for a convenience retail store as described in the preceding paragraph, within six months of the receipt a commitment to finance the construction of a building on any of Parcels 1, 2A, 2B, 3 or 4 within the Bathurst Quay Sub-Area; and provide the Commissioner of Planning and Development with all submissions received in response to the proposal call should it be deemed unsuccessful by Harbourfront.

(Explanation: requires that Harbourfront agree to use its best efforts to provide at least 185 m2 of convenience retail space for residents of the Phase One development, to issue a proposal call for the same and provide the Commissioner of Planning and Development with the results if it is unsuccessful).

8. Recommendation 2 -- delete and replace with a new Recommendation 2 as follows:

"2(a) That Subsection 3.6 of this report be amended by adding at the end thereof the following paragraph:

"Finally, I would note that Harbourfront may propose to include the swimming pool and service building which are suggested for the public open space east of Bathurst Street within developments adjacent to the open space. If such an arrangement is approved by Council, it would be reasonable to reduce the open space by the approximate area of these facilities.

2(b) That Subsection 3.15 of this report be amended by adding the following sentences after the second sentence in paragraph six:

"In reviewing the matter, I have come to the conclusion that this development is of sufficient size to support a local retail store of between 2,000 square feet and 3,000 square feet, and that such a facility should be provided for residents of Phase One. Accordingly, Harbourfront should agree to use its best efforts to provide this space within three months of the first units to be occupied in the last Phase One building available for occupancy.

(Explanation: amends Subsections 3.6 and 3.15 as described for the purpose of clarification and consistency).

9. Recommendation 3 -- renumber as Recommendation 3(b) and add new Recommendations 3(a) and 3(c) as follows:

"3(a) That Harbourfront Corporation notify the City in writing that, by March 1, 1984, it will execute, or have executed and register against title the agreements required by paragraph 7.1 of the Harbourfront Master Agreement and any amendments to that paragraph for the Bathurst Quay Sub-Area."

"3(c) That any amendment to the Master Agreement insofar as it applies to the Bathurst Quay Sub-Area, necessary to give effect to Recommendations 3(a) and 3(b) be authorized."

(Explanation: achieves consistency with the approach to public open space taken for the Spadina Sub-Area).

10. Recommendation 4 -- replace the word "and" with a period (".), and following the period add the words "Without derogating in any way from Harbourfront Corporation's obligations under the Master Agreement with respect to the conveyance to the City of land for public park purposes, Council and Harbourfront express their intention that".

(Explanation: makes a technical clarification).

11. Recommendation 5 -- replace the word "offer" with the word "option".

(Explanation: corrects a typographical error).

APPENDIX B

TABLE 2
BATHURST QUAY SUB-AREA PLAN

PROPOSED USES AND GROSS FLOOR AREAS

MIXED USE AREA E - BATHURST QUAY

PERMITTED UNDER ZONING BY-LAW 569-80

	Maximum Residential GFA(m2)	Maximum Non-residential GFA(m2)	Maximum Combined GFA(m2)	Additional GFA bonus for Community Servi and Facilities (m2)
AREA F	99,038	29,307	119,250	5,051
(AREA F1)-1	(255)	(75)	(307)	(13)
	99,038	29,307	119,250	5,051

PROPOSED FOR THE BATHURST QUAY SUB-AREA PLAN

	Maximum Residential GFA ±15% (m2)	Maximum Non-residential GFA ±25% (m2)	Maximum Combined GFA (m2)-3	Additonal GFA bonus for Community Servi and Facilities (m2)
PARCEL 1a-2	0	235	235 (±25%)	0
PARCEL 1-2	11,700	0	11,700	0-±499
PARCEL 2A	5,330	0	5,330	0-±150
PARCEL 2B	10,820	0	10,820	0-±150
PARCEL 3	9,565	0	9,565	0-±150
PARCEL 4	8,610	0	8,610	0-±150
PARCEL 5	14,610	0-2,000-4	16,160 (±16%)	0-±2,000-4
PARCEL 6	14,610	0-1,500-5	15,660 (±16%)	0-±1,500-5
TOTAL	74,345	235-3,735	78,080 (±16%)	0- 4,599-6

TABLE 2 (cont'd)

BATHURST QUAY SUB-AREA PLAN

ALLOCATED TO BALANCE OF MIXED-USE AREA E

1. MAXIMUM RESIDENTIAL SCENARIO

	Maximum Residential GFA (m2)	Maximum Non-Residential GFA (m2)	Maximum Combined GFA (m2)	Additional GFA bonus for Community Servi and Facilities (m2)
MTV-7	0	6,955	6,955	0
PARCELS 7, 8 and 9	±24,693	±9,522	±34,215	±452-5,051-6
GRAND TOTAL	99,038	20,212	119,250	5,051

2. MAXIMUM NON-RESIDENTIAL SCENARIO

	Maximum Residential GFA (m2)	Maximum Non-residential GFA (m2)	Maximum Combined GFA (m2)	Additional GFA bonus for Community Servi and Facilities (m2)
MTV-7	0	6,955	6,955	0
PARCELS 7, 8 and 9	±15,598	±18,617	±34,215	±452-5,051-6
GRAND TOTAL	89,943	29,307	119,250	5,051

TOTAL GFA PROPOSED FOR BATHURST QUAY PHASE I

74,345 (±15%)	235-3,735 (±25%)	78,080 (±16%)	0-±4,599

TABLE 2 (con't)

BATHURST QUAY SUB-AREA PLAN

NOTES:

1 - The GFA for Area F1 is not included.

2 - Non-residential GFA allocated to Parcels 1a and 1 are transferable between the two parcels.

3 - The proposed Maximum Combined GFA is proposed within a range of ±15% unless otherwise stated.

4 - The combined GFA for non-residential uses and bonus for community services and facilities will not exceed ±2,000 m2.

5 - The combined GFA for non-residential uses and bonus for community services will not exceed ±1,500 m2.

6 - The GFA bonus permits the future development of community services and facilities for Parcels 1 through 4. The bonus GFA not used in Parcels 1 through 6 could be employed in the future development east of Bathurst Street.

7 - Existing GFA of existing MTV building.

City Council

August 3, 1983

APPENDIX C

METROPOLITAN PLANNING DEPARTMENT

July 8, 1983

RE: Bathurst Quay Sub-Area Plan - Transit Requirements

My letter of May 25, 1983 to you identified the right-of-way requirements through the Bathurst Quay area for a Harbourfront transit service. The transit right-of-way to be protected was a 10 metre wide strip of land adjacent to the west boundary of Bathurst Street then north-west adjacent to the service station property, then west along the south side of Lake Shore Boulevard to the western limit of the Harbourfront lands. In addition some provision was required for a possible future turn-around loop for the transit vehicles in the south-west quadrant of the Queens Quay/Bathurst Street intersection. This transit right-of-way and the loop are shown in Figure 1 attached.

Since that time, both the City and Harbourfront have expressed serious concerns with respect to the provision of these transit requirements. Accordingly, at your request we have identified and evaulated three additional transit alignment options through the Bathurst Quay area. These are identified as Options 1, 2 and 3 in Figure 2; each option is described briefly below.

Option 1

Similar to the transit requirement previously identified but slightly further to the east and running generally on the Bathurst Street right-of-way and through the Imperial Oil Service Station property.

Option 2

Right turn northerly from the centre line of Queens Quay to the centre line of Bathurst Street; left turn westerly on a line parallel to and south of the Lake Shore Boulevard right-of-way.

Option 3

Straight through the intersection of Queens Quay/Bathurst on the Queens Quay alignment to Stadium Road; right turn northerly to the west side of the Stadium Road right-of-way; left turn westerly to a line parallel to and south of the Lake Shore right-of-way.

The evaluation of these options compared the additional right-of-way requirements, the impact of the transit alignment on vehicular and pedestrian circulation, and transit operations. Based on this comparison, it was determined that only Option 3 would be acceptable to the current Metropolitan position. As you will be aware, this alignment was considered as the rapid transit corridor through Bathurst Quay, subsequent to the enactment of the tri-party agreement between the City of Toronto, Harbourfront Corporation and Metropolitan Toronto which specifies the protection of a transit corridor through Harbourfront lands.

Option 3 reduces additional right-of-way requirements, minimizes conflicts with vehicular traffic, minimizes conflicts with pedestrian paths and facilitates the operation of the transit vehicles. In addition it should be noted that implementation of this option would optimize transit service to the Bathurst Quay development. To achieve this alignment, the Stadium Road right-of-way should be widened to 20 metres (from the 16.5 metres proposed in the Bathurst Quay Sub-Area Plan) and its western half should be protected for a transit line as described above.

With respect to the location of the turning loop, it is our view that it should be at the location previously identified (the southwest corner of Queens Quay West and Bathurst Street). The principal reasons are that this location would provide for a satisfactory looping facility for both the Queens Quay and Bathurst Street services, that the impact on vehicular traffic would be minimized and that it allows for direct transit service into the Bathurst Quay area.

The Commissioner of Roads and Traffic and the Chief General Manager of the Toronto Transit Commission concur with these conclusions.

R.J. Bower
Commissioner

FIG. 1 : (BATHURST QUAY)

TRANSIT RIGHT-OF-WAY REQUIREMENTS

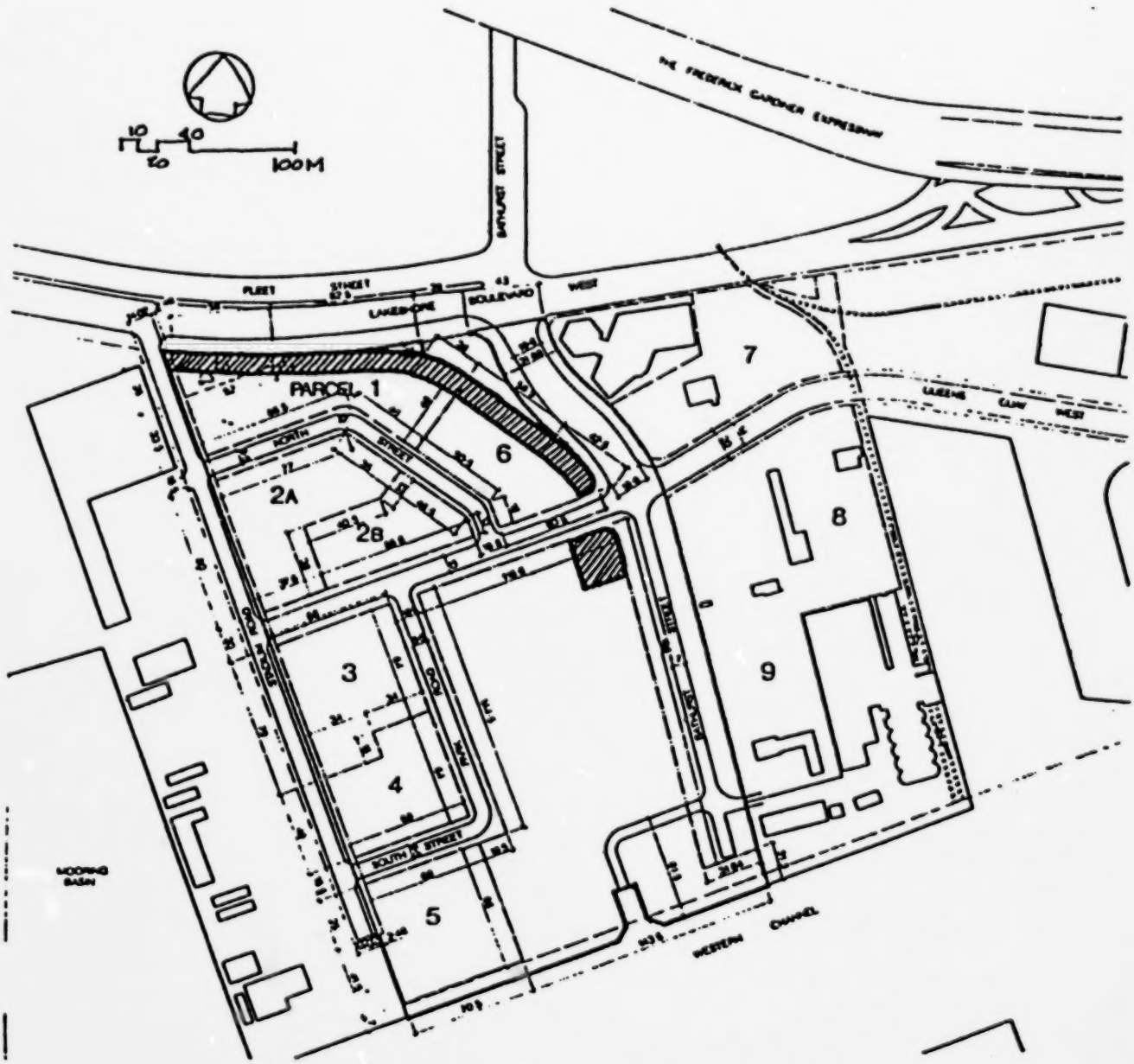
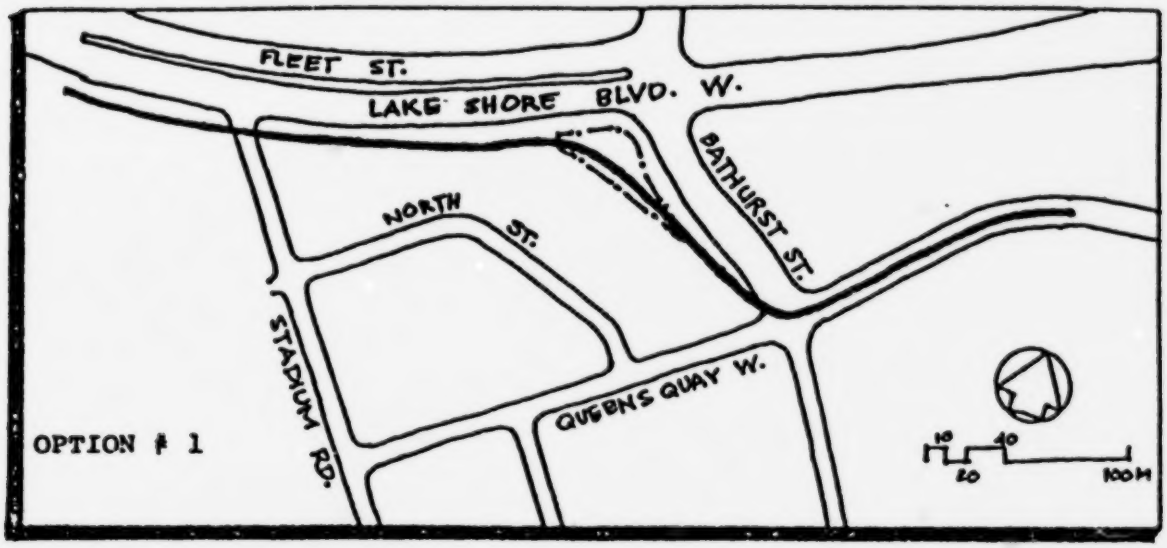
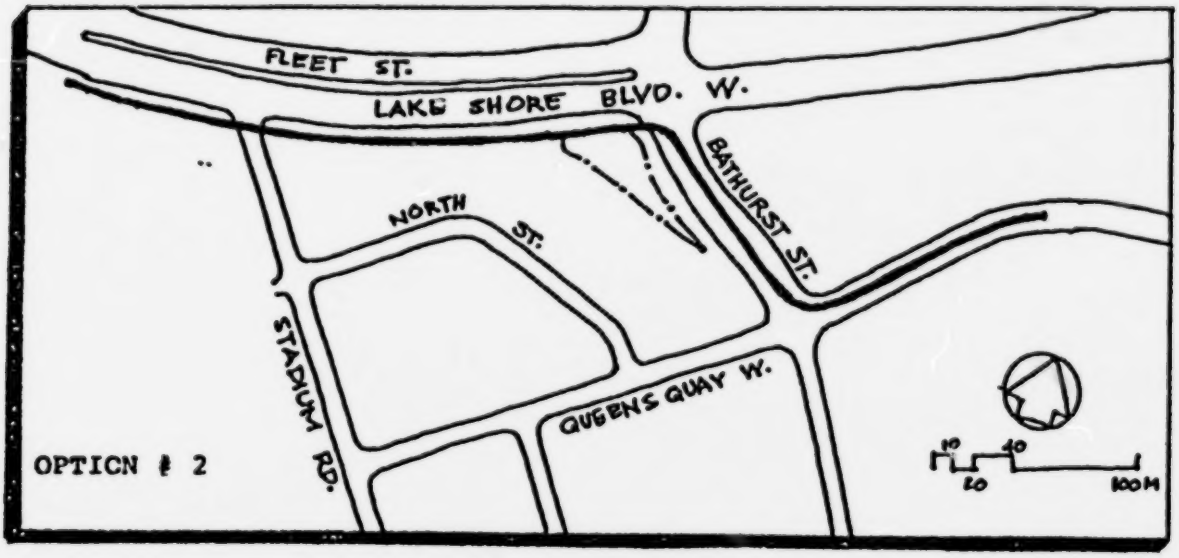
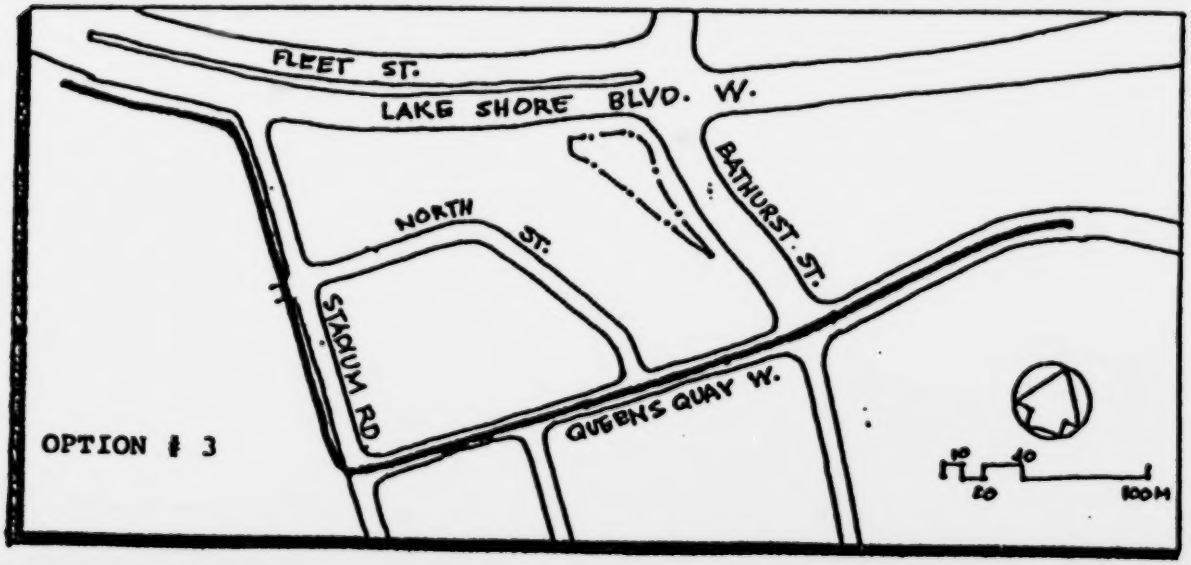


FIG. 2: (BATHURST QUAY)
TRANSIT ALIGNMENT OPTIONS







APPENDIX D

DEPARTMENT OF PUBLIC WORKS

June 17, 1983

RE: Harbourfront - Bathurst Quay Sub-Area Plan

Rapid Transit Right-of-way

I refer to the letter of June 3, 1983 from Mr. Davidson of your Department, respecting the above noted matter.

The Metropolitan Commissioner of Planning, in his letter to you of May 25, 1983, respecting the Bathurst Quay Sub-Area Plan, states, among other things, that a 10m wide transit right-of-way should be protected along the north sides of Parcels 1 and 6, adjacent to Bathurst Street and Lake Shore Boulevard West.

As we have generally agreed, the overall transit network that will serve Harbourfront, and beyond that the Railway Lands, should consist of the following elements:

1. Initially, a surface bus route would serve developments in Harbourfront along the proposed Queens Quay West Extension;

2. Ultimately, this service could be upgraded by the introduction of a conventional streetcar service along Queens Quay West, between Bathurst and Bay Streets, which would tie into similar service along Bathurst Street, and new service to be provided on Spadina Avenue and Bay Street;

3. On the Railway Lands, it is essential that a local transit service be provided along the east-west spine road. This could also be a conventional streetcar service or an LRT service in an exclusive right-of-way; and

4. It may be necessary to provide a high capacity transit link between the subway system and Exhibition Place in order to service facilities such as the proposed Domed Stadium and Trade Centre. The anticipated travel demand through Harbourfront, given the level of development proposed, would

not justify a similar high capacity transit service. It seems likely, therefore, that such a high capacity service would pass through the Railway Lands, but not Harbourfront, enroute to Exhibition Place.

The Metropolitan Commissioner of Planning should be requested to show that the proposed transit corridor on Bathurst Quay makes sense within the context of the overall transit strategy described above. Failing that, I see no basis for imposing this requirement on Harbourfront.

R.M. Bremner
Commissioner

APPENDIX E

DEPARTMENT OF PUBLIC WORKS

July 18, 1983

RE: Harbourfront - Bathurst Quay Sub-Area Plan - Rapid Transit Right-of-Way

I refer to the undated letter from Mr. Davidson of your staff, received on July 14, 1983, and to the July 8, 1983, letter you received from Mr. R.J. Bower, Metropolitan Commissioner of Planning, respecting the above.

Mr. Bower has set out three options and has indicated that his evaluations of these options relative to additional right-of-way requirements, impact of the transit alignment on vehicular and pedestrian circulation and transit operations, determined that only Option 3 would be acceptable to the present Metro position.

In my letter to you of June 17, 1983, I reiterated the City's position on transit requirements to meet the needs of Harbourfront, the Railway Lands and in general the Central Waterfront activities. The transit requirements set out in my June 17, 1983, letter make a very clear distinction between the services I consider necessary for Harbourfront/the Railway Lands on the one hand and Exhibition Place/Ontario Place on the other. All of Mr. Bower's options appear to aim at one and the same type of service for Harbourfront and Exhibition Place/Ontario Place.

In my view, the demand that will have to be met in Harbourfront can be satisfied by a bus service, to be upgraded ultimately to a conventional streetcar service. These facilities cannot adequately meet the demand to be generated by the activities in Exhibition Place/Ontario Place and, with the future development of a domed stadium and a trade centre, it makes sense to me, therefore, to look at meeting the future needs of the Central Waterfront in the manner set out in my letter of June 17, 1983.

Notwithstanding the foregoing, the technical requirements for developing Option 3 can be met along Queens Quay Extension beyond Bathurst Street to Stadium Road and north on the west side of Stadium Road to Lake Shore Boulevard West, provided the Stadium Road right-of-way is widened to 20 m from the presently proposed 16.5 m width. I should point out that the widening of the Stadium Road right-of-way was undesirable and perhaps unfeasible from Harbourfront's point of view during the initial review of the Bathurst Sub-Area Plan. Furthermore, Option 3 will cut through a residential development.

R.M. Bremner
Commissioner